

**Answers to Frequently Asked Questions
Kansas Clean Diesel Program 2012, Round 4
March 20, 2012 update (newest questions answered at the end)**

Questions have been submitted to KDHE from people interested in a Kansas Clean Diesel Program grant opportunity. KDHE strives to maintain an impartial and non-biased interaction with all businesses, fleet owners and anyone interested in submitting a grant application. Personal interactions and guidance are kept to a minimum during the application process. Applicants are encouraged to read all application documents thoroughly for details about the grant. If you still have questions after reading those documents and the following questions and answers, please send your question or concern by email to jbarrett@kdheks.gov. The topic of your inquiry and a response will be added to the end of the list of Frequently Asked Questions on the Kansas Clean Diesel Program website www.kdheks.gov/bar/air-monitor/dieselgrant.

Question 1: Does a school district awarded a grant receive the money up front?

Answer 1: No this is a reimbursement grant. The school district will need to pay for the cost of the bus and be reimbursed up to \$36,000 once KDHE has verified delivery of the new bus and destruction of the old bus.

Question 2: The term “substantially complete” is used throughout the RFP. Please define what this means in terms of completing the project and receiving our reimbursement if our district receives a grant.

Answer 2: Substantially complete means that the following workplan items must be complete in order to receive an extension to the listed deadline –

- Contract agreement must be in place between KDHE and the school district
- The district must have at least 2 bids for the project
- The district must have the order placed using their chosen dealership's bid
- The district must have a paid invoice from the dealership where the bus was purchased
- The dealership must state a reasonable delivery date to the school district if the bus cannot be delivered by September 15, 2012
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Question 3: Our district would like to apply for funding for a bus that has already been ordered. Would it be eligible for this grant?

Answer 3: No, a bus that has been ordered prior to this grant award would not be eligible.

Question 4: Our fleet is already equipped with fuel operated heaters. Can we take the unit off the bus we plan to retire and place it on the new bus if we receive the grant?

Answer 4: Yes as long as it is in good working order. Please indicate situations like this on the application's Project Summary.

Question 5: Destruction of the engine makes sense as one of the goals of the grant is to reduce engine emissions, however what about the rest of the bus? Our district uses seats and panels off of old buses. Would we still be able to do this with a bus that was retired as a result of receiving the grant?

Answer 5: A bus may be kept for spare parts as long as the engine has been destroyed and the chassis cut. Seats, panels, seat covers and the like can be kept by a district as spare parts. If the grant is awarded to your school, a workplan for your project will be developed. Your plans for what your district is going to do with the old bus can be detailed in said workplan.

Question 6: The bus our district would like to replace is an older bus that is seldom used. Is it eligible for replacement under this grant?

Answer 6: No, it would not be eligible for replacement in this grant funding. The terms of this grant round state that the bus to be replaced must still be actively used as part of the daily student routes or as part of frequent transport of students for activities such as sporting or music events. (see page 2 of grant documents, bullet #1 under Early Vehicle Replacements.)

Question 7: Buses with what fuel types are eligible for funding under this grant? Could our district replace an old gas-powered bus with a new diesel bus?

Answer 7: No, the vehicle being removed from use must be a diesel-powered bus, since the goal of this EPA grant is to reduce diesel emissions.

What is eligible:

- Old diesel to new diesel powered bus
- Old diesel to a new hybrid bus
- Old diesel to a new bus using alternative fuels like compressed natural gas/propane

Question 8: What portion of the new school bus cost must our district pay, and how much will the grant pay?

Answer 8: The district must pay at least 50% of the total cost of the new bus, and the grant will pay up to \$36,000 to the district for the cost of the bus. (see page 6, section E Project Budget).

Question 9: Will the scoring of the applications give preference to schools in urban areas with greater air pollution?

Answer 9: No, all schools within each separate KDHE district will have equal weight in the scoring of applications. For this grant round no emphasis will be placed on a district's location in terms of air pollution. The goal is to remove old diesel-powered buses from active use and replace them with new less-polluting diesel or alternative-fuel buses throughout the state (see page 3, Section 6. Restrictions).

Question 10: Who must drill the hole in the block and cut the chassis in half?

Answer 10: Someone in your district could destroy the old bus. If the district doesn't have anyone to do it, then the work would need to be hired out.

Question 11: How should our school prove the old bus has been destroyed?

Answer 11: If your school is awarded grant money, you will be required to provide photos (including identifying numbers) that clearly show what the old bus looked like before and after destruction. In addition, identifying photos of the new bus must be submitted.